

CLAIM SUMMARY DOCUMENT

1. (Canceled)
2. (Currently Amended): ~~Brake~~ The brake application system according to Claim 1 20, characterized in that wherein, for the electric actuating driving of the one screw connection part (4), an electric drive unit (10) is provided which consists of an electric motor (12) with a gearing (14) arranged on the an output side, the gearing output of the gearing (14) being is rotationally coupled with the electrically actuated one screw connection part (4).
3. (Currently Amended): ~~Brake~~ The brake application system according to Claim 2, characterized in that wherein the electric motor comprises a d.c. motor (12), and the gearing comprises a planetary gearing (16) axially adjoining the d.c. motor as well as one or more gearwheel stages (18) arranged on its output side.
4. (Currently Amended): ~~Brake~~ The brake application system according to Claim 3 2, characterized in that including a clutch (52) is provided which is arranged in front of the electric drive unit (10) of the one screw connection part (4), by means of which the clutch (52), in the event of the presence of an axial force originating from a braking, the one screw connection part (4) is non-rotatably coupled with a non-rotatable part (24) and is otherwise uncoupled from the latter.
5. (Currently Amended): ~~Brake~~ The brake application system according to Claim 4, characterized in that wherein the clutch is formed by includes a cone clutch (52) having at least two conical surfaces (56, 58) which can be stopped as a function of friction against one another and are arranged obliquely viewed in the an effective direction of the axial force.
6. (Currently Amended): ~~Brake~~ The brake application system according to Claim 5, characterized in that wherein one of the conical surfaces (56) is

constructed on a housing (24) and the other conical surface (58) is constructed on a conical sleeve (36) non-rotatably connected with the one screw connection part (4).

7. (Currently Amended): ~~Brake~~ The brake application system according to Claim 6, characterized in that including a threaded pin (50) of the one screw connection part (4) is screwed into an internal thread constructed in a bottom of the conical sleeve (36).

8. (Currently Amended): ~~Brake~~ The brake application system according to Claim 7, characterized in that including a gearwheel (30) meshing with a gearing-output-side gearwheel (28) of the a gearing (14) is and being coaxially rotatably disposed on a cylindrical projection (34) of the conical sleeve (36).

9. (Currently Amended): ~~Brake~~ The brake application system according to Claim 8, characterized in that including a sliding-slip clutch (38) is arranged between the electric drive unit (10) and the one screw connection part (4), which sliding; and the slip clutch (38) is constructed to be slipping when stop positions have been reached and is otherwise coupling.

10. (Currently Amended): ~~Brake~~ The brake application system according to Claim 9, characterized in that wherein one stop position is formed by the application of the brake pads on the brake disc and another stop position is formed by a screwing end position, in which the one screw connection part (4) is screwed into the other screw connection part (8) to the stop, or vice-versa.

11. (Currently Amended): ~~Brake~~ The brake application system according to Claim 10, characterized in that wherein the sliding-slip clutch (38) is arranged between the cone clutch (52) and the electric drive unit (10) of the one screw connection part (4).

12. (Currently Amended): ~~Brake~~ The brake application system according to Claim 11, characterized in that wherein the sliding-slip clutch (38) contains balls

(40)-pretensioned by defined spring pressure in grooves, the grooves being constructed on a face of the gearing-output-side gearwheel-(28), and the balls (40) being held in bores (42) of a ring (44) non-rotatably held on the cylindrical projection (46) of the conical sleeve-(36).

13. (Currently Amended): ~~Brake~~ The brake application system according to Claim 12 20, characterized in thatwherein, at least during the electric actuating driving of the one screw connection part (4) in one rotating direction for the wear adjustment, the other screw connection part (8) is held in a non-rotatable manner.

14. (Currently Amended): ~~Brake~~ The brake application system according to Claim 13, characterized in thatwherein the other screw connection part (8) is coupled with an electric drive unit (112) for the emergency and/or auxiliary release by means of an unlockable free wheel-(74) which, ~~on the one hand;~~ the unlockable free wheel permits a rotation of the other screw connection part (8) by means of the electric drive unit (112) in a direction against the wear adjustment and, ~~on the other hand,~~ is constructed for blocking this rotation if it is not caused by the electric drive unit-(112).

15. (Currently Amended): ~~Brake~~ The brake application system according to Claim 14, characterized in thatwherein another the electric drive unit (10) of the one screw connection part (4) is actuated independently of the electric drive unit (112) of the other screw connection part-(8).

16. (Currently Amended): ~~Brake~~ The brake application system according to Claim-15 14, characterized in thatwherein the electric drive unit (112) of the other screw connection part (8) contains an electric motor-(114).

17. (Currently Amended): ~~Brake~~ The brake application system according to Claim-16 14, characterized in thatwherein the other screw connection part (8) is coupled by way of a ~~sliding~~ slip clutch (70) with the electric drive unit (112) and has an application surface (68) for the application of a rotating tool.

18. (Currently Amended): ~~Brake~~-The brake application system according to Claim 17 ~~20~~, characterized in that the one screw connection part is formed by the threaded spindle (4) and the other screw connection part is formed by the nut-(8).

19. (Currently Amended): ~~Brake~~-The brake application system according to Claim 18, ~~characterized in that including~~ the unlockable free wheel is formed as a ~~wrap coil~~ spring free wheel (74) between a cylindrical wall (100) of a non-rotatable part (26) and a sleeve (72) rotating along with the nut-(8).

20. (New): A brake application system for vehicles, particularly for rail vehicles, comprising:

a wear adjuster having a helical gear which has a threaded spindle and a nut which can be screwed thereto as screw connection parts;

one screw connection part of the helical gear being electrically driven for the wear adjusting; and

another screw connection part of the helical gear being electrically driven for an emergency and/or auxiliary release of the brake.